



The Plane Scoop



A publication of the Central Valley Aviation Association

The
Central Valley Aviation Association
is a chapter of the
California Pilots Association

MAY 2025

AWESOME AIRCRAFT PAINT JOBS



MEMORIAL DAY

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

June 7, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Speaker: To Be Announced

Call Jim Shamp, 559-779-4406 for access if you don't have a pin code.

ATTENTION

All pilots with an "Aircraft of Historical Significance" who fly in to Chandler Airport to attend any CVAA meeting and display their aircraft will be eligible for a signature for their property tax exemption.



Aileron and Jim's Safety Corner

Things to Know about Line Up and Wait



According to the [Aeronautical Information Manual](#), "Line up and wait is an air traffic control (ATC) procedure designed to position an aircraft onto the runway for an imminent departure. The ATC instruction 'LINE UP AND WAIT' is used to instruct a pilot to taxi onto the departure runway and line up and wait." In earlier aviation days, not that many years ago, this was known as position and hold" but the phrase was updated to provide additional clarity.

As is indicated by the definition above, line up and wait is an ATC procedure. It is conducted at tower controlled airports where the tower controller knows what he or she has instructed the previous aircraft to do. The reason for a line up and wait instruction is often due to a prior aircraft still being on the current runway or a crossing runway and the controller wanting to expedite the takeoff of the line up and wait aircraft. The reason for expediting this takeoff may be that there is another aircraft on final or in the pattern that will soon be ready to land. The controller is in a position to see all three aircraft and make modifications if the timing is off or there is a delay due to a pilot error in one of the aircraft.

You should be aware, that a line up and wait instruction from ATC is not an authorization to takeoff. You should expect an authorization to takeoff shortly after the controller is satisfied that the condition that delayed you is now safe. If you do not receive a takeoff clearance within a reasonable amount of time, you should contact the controller and remind him or her that you are there. [Accidents have occurred](#) after a controller forgot an aircraft waiting on the runway and cleared another airplane to land on that same runway.

A note in the Aeronautical Information Manual indicates, "FAA analysis of accidents and incidents involving aircraft holding in position indicate that two minutes or more elapsed between the time the instruction was issued to line up and wait and the resulting event (for example, land-over or go-around). Pilots should consider the length of time that they have been holding in position whenever they HAVE NOT been advised of any expected delay to determine when it is appropriate to query the controller."

Even when following line up and wait instructions at tower controlled airport, it is important for you as the pilot in command to remain vigilant and situationally



Aileron and Jim's Safety Corner (continued)

aware. Listen to the instructions and clearances that the tower is giving to other aircraft in the area. If you hear a clearance to land where you are currently waiting, be alert and ready to call the tower if necessary. You might also consider lining up at a slight angle that affords a better view of landing aircraft approaching behind you.

You should be especially vigilant at night, during reduced visibility, and when the airport is using line up and wait operations on more than one runway. Listen carefully for your call sign and the runway that you are using. Be alert for similar sounding call signs and avoid following the instructions for a different aircraft than yours. When in doubt, contact ATC for clarification. If you are unable to raise ATC, have an escape plan for getting you and your aircraft to a safe location if you are concerned about another aircraft landing in your location.

If you are the landing aircraft and you hear ATC give line up and wait instructions to an aircraft on the runway to which you have been cleared to land, be extra vigilant to ensure that the aircraft has departed before you land. Even if you haven't heard a line up and wait clearance, be sure that runway is clear before landing. Do not hesitate to ask ATC about any traffic that you see on the runway where you are landing.

Line Up and Wait Is Not for Non-Towered Airports



Line up and wait procedures were never intended for use at non-towered airports despite being common practice with some pilots. As indicated, it is an ATC procedure. Without the additional eyes of the controller and his or her knowledge of the instructions issued to other aircraft, it is simply not a safe procedure to perform.

As the pilot in command of an aircraft that is ready to takeoff, you have no real idea of the intentions of the aircraft that is temporarily blocking your takeoff runway. Will she make the intersection? Will he roll the full length of the runway? How fast will she taxi to the runway exit? Is he oblivious to his surroundings and unsure where to turn? Will her takeoff follow a standard pattern departure? Will he abort the takeoff? You may think that you know but you really do not know when the runway will be clear.



Aileron and Jim's Safety Corner (continued)

Once you are positioned for takeoff, your ability to see the runway's approach is seriously limited. How close is that final traffic getting? Is there another aircraft approach that is not using a radio? Does the approaching pilot see or hear you?

Remember, "Line Up and Wait" is used and performed at towered airports only. At non-towered airports just wait until the runway is cleared then make your announcement that you are taking off and which way you're going.

Is your life and the life of your passengers really not worth waiting until the runway is clear?

Safe flying!

Aileron and Jim



Dr. VJ Mirzayan's presentation on Cognitive Performance Training at the CVAA March 1 meeting was exceptional and very well received. He had attendees asking him if he gave seminars because time didn't allow for all the beneficial information he had to share.

More Actual Complaints from Dissatisfied Customers on Vacation

"When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."

"We had to line up outside to catch the boat and there was no air-conditioning."

"It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."

"I was bitten by a mosquito. The brochure did not mention mosquitoes."



THE WAY IT WAS



Selling an airplane can be an arduous task, unless the buyer has been after you for the last year to sell, which makes the sale a lot easier. So having sold the PT, now it is time to find a suitable replacement; but finding what I wanted locally was not working out. So I had to expand my search area. After all, cross-country flying in the late summer is a hoot. So where to look? I didn't care if I had to go all the way back to New England. If I can find the right plane, it'll be great fun!!

After looking for a week, I came across a polished, shiny, 1956 172 in Hayes, Kansas, only halfway across the country. Some of my questions were, why are you selling? Answer, I am in the Navy and will be going to Guam for five years. Ok, can I see logbooks? Sure. How about me talking to your mechanic. OK. How about me talking to the previous owner that you bought it from? Sure, here is the number, etc, etc. By the way, it was a fresh annual.....Hmmm, do I dare buy this plane without a pre-buy? Well in talking to the current mechanic, he volunteered that he had totally rebuilt the nose wheel so, therefore, no shimmy! The owner also had kept the plane shiny, did 25-hour oil changes and apparently had really taken good care of the plane. What would a prebuy uncover that had not been uncovered in the just recently completed annual? Compression numbers were all good, and the Continental O300 had just over 200 hours since a recent major overhaul, and the airframe had only a little over 2000 hours total time, and the price was right, no accident history either. So I sent him a deposit via Fed-Ex overnight mail.

Hayes, Kansas, is not what you would call a Metropolis, but somehow, somehow we found that United had one flight a day from Fresno to Hayes. So on the next Wednesday, we were on the 737 and soon were in Hayes, our new plane waiting for us with the hangar door open for us to see her from the 737; and she looked great. The seller's instructor took us around the pattern one time for familiarization, which was good because it was over two years since I had flown a 172. And unlike so many other 172s I had flown, this one had a nice, tight feel to the yoke, no sloppiness of the high timers I had flown in the past. So we would be heading home with our new bird in the morning.

Thursday morning found us on our way, climbing out with a ground speed of 40mph showing on the GPS. Sharon was navigating and asked me what was wrong? Well, it's called a 30mph headwind, the kind we don't get in Fresno; but as time went by the wind calmed down, and we started picking up a respectable



THE WAY IT WAS (CONTINUED)

ground speed of right around 100. I had checked weather before we left, and so far everything was on the money with the wind going to almost calm as we neared our first fuel stop at Dalhart, Texas, lunch too at the airport café.

I had planned a southern route back to California because of lower terrain but figured there would be some scattered thunderstorms around in the afternoon. Sure enough, two hours later after takeoff, I could see thunderstorms ahead, probably a hundred miles away, but they will be moving our way. So here is Moriarty, New Mexico. Let's land for the night. I even found an open hangar for the plane and, of course, an airport car to get to the hotel.

We were at the airport just before sunrise, and the weather briefer had mentioned afternoon thunderstorms along our route. So after fueling up we were on our way, passing south of Albuquerque, heading for Holbrook, Arizona, for gas and lunch at Denny's. Now it's getting early afternoon so we hustled back to the plane and took off heading for Kingman for fuel. Twenty minutes later we were passing 20 miles north of a thunderstorm. Getting a little nervous here, Sharon. Where is the nearest airport? Just then lightning jumps out of that cloud, and that giant is moving our way. Sharon yells, Williams, five miles north. So a right turn and there it is. Get on the ground and tied down. Hey, there is an open, unattended hangar. Shut her down and push her into the hangar quick just as the first drops start, sitting for an hour as the rain, lightning and thunder entertain us, sitting high and dry. Sure glad this hangar was here. I don't want any rain on this polished aluminum. Soon the skies are clear, and the air is washed and so let's head west!!

We made it to Mojave AIR and SPACE PORT that evening. The hotel even sent a car to pick us up; and they had a restaurant next door so we had a restful night's sleep and landed at Chandler in the morning. We were putting our shiny 172 in the hangar just as our friend who we had sold the PT19 back to pulls in, shuts down, hops out with a big smile and says, "I took her to Watsonville and got ramp checked. She runs fine but sure don't shine like that Cessna!"

Arnie Schweer



REMINDER!!!!!!!

CHANDLER EXECUTIVE AIRPORT ACCESS

To enter Chandler Executive Airport gates you must have a personal PIN number. The application is in this newsletter. In the box for Aircraft Hangar Numbers — please put in Central Valley Aviation Association. Turn this application in and then Airports will be in touch with you for the rest of the process.

If you have not received your PIN number in time for the CVAA meeting you plan to attend call Mary King, 559-250-1489, or Jim Shamp, 559-779-4406 and one of us will meet you and caravan you in.

ATTENTION ALL CVAA MEMBERS

Important update on Chandler Airport Access Pin Codes

Pin codes issued by Airports to CVAA members are for the sole purpose of accessing the field when attending the CVAA monthly meetings. They are going to be issued only to “active” CVAA members who attend the meetings. The Airports Department does check with CVAA on a regular basis to ensure they are issuing Pin Codes to active CVAA members only. In order for a CVAA member to be issued and maintain a Chandler Pin Code, that member must attend at least three (3) CVAA General Meetings per calendar year. If you are unable to attend at least three (3) CVAA General Meetings per year, you will be considered an inactive member, and your Pin Code will be discontinued. You can still attend the general meetings, but you will need to contact Jim Shamp so that he can escort you onto the field. To be considered an Active member, please be sure to sign in at the General Meetings and attend a minimum of three (3) meetings per year.

**Thank You,
Your CVAA Board of Directors**



FRESNO CHANDLER

EXECUTIVE AIRPORT

IDENTIFICATION TENANT APPLICATION

TENANT INFORMATION					
Full Name					
(Please Print) First		Middle	Last		
Residence Address					
Street					
Phone #		Cell #	Apt. #	City	State Zip
Email:					
Emergency Contact (1)					Emergency Contact Phone #
(Please Print) First		Middle	Last		
Company Name					
Aircraft Hangar Number(s)/Tail Number(s)					
The information I have provided is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement can be punished by fine or imprisonment or both. (Section 1001 of Title 18 of the United States Code)					
Signature:			Date		
PLEASE DO NOT WRITE BELOW THIS LINE (RESERVED FOR OFFICIAL USE ONLY)					
Issued:	Expires:	File #	Pin #		Tenant/Vendor/ Sub Tenant

AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE	
Full Name (Print) First	Middle Last
Signature	Date
FRESNO YOSEMITE INTERNATIONAL AIRPORT · FRESNO CHANDLER EXECUTIVE AIRPORT PUBLIC SAFETY OFFICE 4995 E CLINTON WAY FRESNO, CA 93727 559-621-6650	



May Birthdays

John Krikorian	5/02
Chris Dillahunty	5/03
Marjorie Jauron	5/03
Lynn Krikorian	5/11
Jim Shamp	5/16
Arnie Schweer	5/19
Rita Fairbourn	5/21
John Kinsfather	5/24



HAPPY BIRTHDAY TO YOU!!

Newly Elected Officers and Board Members for 2025-2026

President: Jim Shamp; Vice President: Arnie Schweer; Treasurer: Sarah Donaldson; Secretary: Isaiah Kaninya

Board Members (Directors)

Leonard Federico, Mary King, Sharon Schweer, Nichole Kaninya

Editor—CVAA Newsletter— “The Plane Scoop”

Mary King — Email: mary@king-appraisal.com

Jim Shamp — Email: shampjs@sbcglobal.net

Contributors

Jim Shamp—Aileron and Jim’s Safety Corner

Arnie Schweer — The Way It Was



UPCOMING & ONGOING EVENTS

EAA 376 Aviation Ground School Wrap-Up through May

Saturday, May 10—EAA 376, Young Eagles Flights, 9:00a.m.

Luncheon & Speaker, 12 Noon, \$10 Donation for Lunch, Bring a dessert to share if you like.

Saturday, May 10—EAA 376, Car Movie Night, Movie: Grand Prix,

Social Time: 6 p.m.; Movie 6:30 p.m. Bring a dessert to share if you like.
See Flyer Page 11

Friday, May 16—EAA 376, Airplane Movie Night, \$5 Donation for Dinner,
Movie to be Announced.

Saturday, May 31—EAA 376, Young Eagle's Flights in Lone Pine, 8:00 a.m.,
Contact Clari Cone

Saturday, June 14—EAA 376, Young Eagle's Flights, 8:00 a.m., Private Group -
Adaptive Sports Kids

Luncheon & Speaker, 12 Noon, \$10 Donation for Lunch

Saturday, June 14—EAA 376, Car Movie Night, Movie to be Announced

Saturday, October 11—EAA 376, End O'Summer Fly-In & Car Show

CVAA FUTURE MEETINGS

MAY 3, 2025—CANCELLED—SPRING PILOT'S CLINIC

JUNE 7, 2025—CVAA GENERAL MEETING—Speaker to be announced.

JULY 2025—NO GENERAL MEETING

AUGUST 2, 2025— CVAA GENERAL MEETING —Speaker to be Announced

SEPTEMBER 13, 2025—CVAA BBQ & Fly-In, 12:00 to 3:00 p.m.

OCTOBER 4, 2025— CVAA GENERAL MEETING—Oshkosh Experience Presentation

NOVEMBER 1, 2025— CVAA Fall Pilot's Clinic (IFR Topics TBD)

DECEMBER 2025— Christmas Party with EAA 376



You're Invited!

Top-Rated Car Movies are shown once a month at EAA Chapter 376!
We show a Car Movie for free on the Second Saturday Night of most months!



MOVIE

Grand Prix

DATE

Sat., May 10, 2025

TIME

6:00 PM Social time

6:30 PM Trivia Game & Movie

Feel free to bring a dessert to share if you like!

Sodas, water, popcorn, and a trivia game prize will be provided!

These free Second Saturday Car Movie Nights are hosted by the Experimental Aircraft Association Chapter 376 (EAA 376) in Fresno. Car Clubs are welcome - wear your car club name badge!

Movie Night Location:

EAA 376's Hangar, AKA the:

Bill Tjerrild Aviation Center + Bill Smilie Museum

Just West of the Sierra Sky Park runway, enter from Herndon & Blythe
4344 W. Spaatz Ave., Fresno, CA 93722

Car Movie Nights hosted by EAA 376 are on the **Second Saturday Night** of these nine months each year:
January February March April May June September November

The End O' Summer Fly-In & Car Show is the Second Saturday Morning of October!

If you want to be on the email list for reminders of other upcoming free **Car Movie Nights** (Second Saturdays of most months) and/or **Airplane Movie Nights** (which are on Friday nights in the same location most months as well), please reach out to Diane Tjerrild.

Questions - or to get on the free EAA 376 Car Movie Night email list - please contact:



Diane Tjerrild
Cell: (559) 696-6553
DTjerrild@HarrisConstruction.com

EXPERIMENTAL AIRCRAFT ASSOCIATION | Chapter 376

**The Central Valley Aviation Association**

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**Central Valley Aviation Association
Membership Application or Update**

Name: _____ Membership: Single _____ Family _____

Spouse's Name (If family membership): _____ (we encourage family membership)

Address:

Street _____, City _____, State: _____ Zip: _____

Telephone:

Home: _____, Work: _____, Cellular: _____

Email address: _____ (Print carefully)

I would like to receive the Plane Scoop via e-mail: Yes _____, No _____

Airplane (you usually fly):

Type: _____, N number: _____, Colors: _____

Date of birth (just the month and day—not the year):

Primary member: _____, Spouse: _____

How many years have you been a member of CVAA? _____ (estimates are OK)

CVAA Service:

Please list any offices or committee positions in which you are interested in serving:

Please list any talent or skills you have that you would be willing to use to serve CVAA:

This information will be printed in our Club roster and distributed to members only. Please omit any information you do not want to appear in the Club roster.

Mail application, with \$20 single membership or \$25 for a family membership to:

Sarah Donaldson
c/o Sierra Land Co.
7726 N. First Street #510
Fresno, CA 93720

If you have already paid your dues please complete the form anyway and mail it or hand it to Sarah Donaldson.

Comments or suggestions:



Experimental Aircraft Association/EAA Chapter 376 Membership Application

President - Tim Cone, EAA Chapter 376, 4344 W. Spaatz Ave., Fresno, CA 93722
Ph: (559) 352-6145 tcone1@comcast.net



Check one: ☐ New local Membership ☐ Renewal of local EAA 376 Membership

PLEASE PRINT

First & Last Name _____ Nametag: ☐ Have one ☐ Need one

Is your information the same as last year? If so, check here ☐ and skip down to "Please Complete"

Spouse's First & Last Name _____ Nametag: ☐ Has one ☐ Needs one

Mailing Address: _____

Email Address(es): _____

By supplying an email address, you understand that you will receive emails regarding events, meetings, and other local aviation news.

Phone Number(s): Home: (____) ____ - ____ Member's Mobile: (____) ____ - ____

Spouse's Mobile: (____) ____ - ____ Other/____: (____) ____ - ____

EAA National Member #: _____

Please note: To comply with the National EAA Charter, please also join EAA *National* at www.eaa.org
There are lots of great advantages to having a national EAA membership, including its beautiful magazine plus many other perks, latest news, and aviation updates.

Do you have any comments, thoughts, help you would like to offer or volunteer for? _____

Local EAA Chapter 376 dues are \$50/year, due on January 1 of each year. (Prorated to \$25 if after June 30 only if you have NOT been a local member of Chapter 376 before.) Lifetime local EAA 376 membership with **perks is \$1,000.

**Lifetime Membership is a one-time \$1,000 with Special Perks. Contact the Board for details!

Please Complete:

EAA 376 Standard Membership Dues for this year	+	\$50.00
Additional donation to help support our Chapter		
Total		

MAKE CHECKS PAYABLE to: EAA Chapter 376

Or fill out the CREDIT CARD INFORMATION below:

Cardholder Name (as shown on card): _____

Card Number _____ Exp. ____ / ____ Code: _____ Billing Zip Code _____

Signature _____

Mail this Application with Payment to:

**Vern Berry
EAA Chapter 376
4344 W. Spaatz Ave.
Fresno, CA 93722**

Legal Name: Kings River Area Chapter 376 EAA 501(c)3 Charitable non-profit educational California Corporation, President: **Tim Cone, President**, 4344 W. Spaatz Ave., Fresno, CA 93722 | Common Name: EAA Chapter 376 - Website: <https://chapters.eaa.org/ea376> | Facebook: EAA Chapter 376 | Email: tcone1@comcast.net | Non-Profit Fed. ID: 71-0869246

Additional 2025 Board: VP: Diane Tjerrild; Secretary: Phil Barnett; Treasurer: Vern Berry; Rick Emerian, Bruce Witmer, Ryan Caglia, Judie Moradian, John Krikorian, and Dave Bonnar

Regarding the local area EAA Young Eagles Flights and Program, please contact: Clari Cone: Phone: (209) 617-1170 Email: clari.cone@gmail.com